

NCDOT Traffic Incident Management Updates

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NCDOT

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Topics

- MIOO - Move Over Law Updates
- TIM-SA - Transportation Incident

Management Self

Assessments

- Detour Route Issues
- Tow Initiative Scan Tour
- Economic Impacts Research Project
- Redneck Smart Workzone

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Move It On Over Law

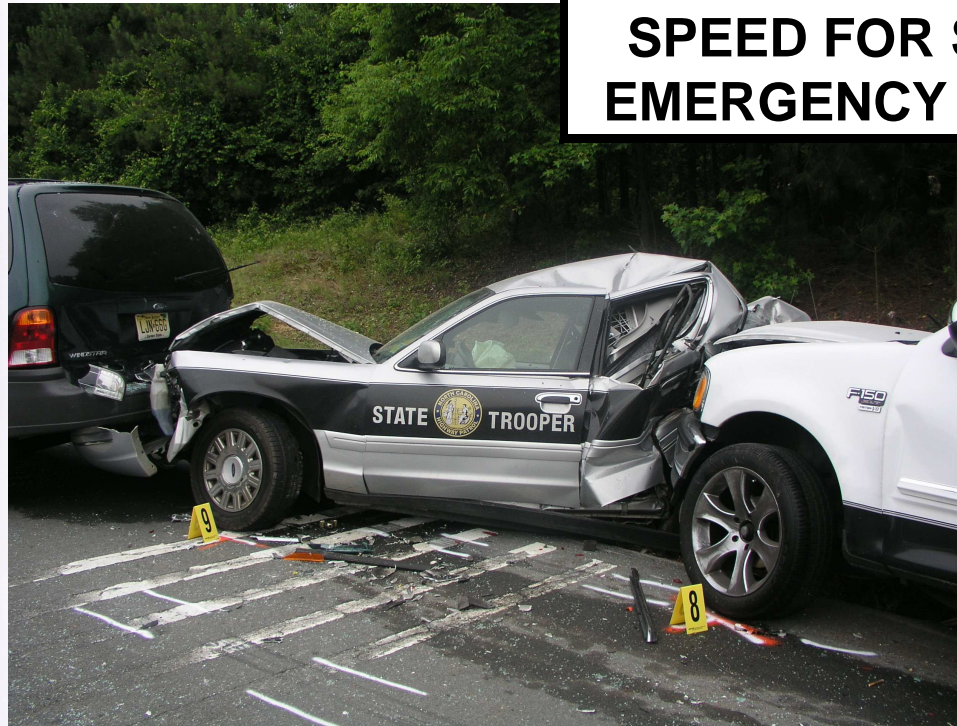
- General Statute 20-157 revised July 1, 2006
 - Changes Police to Law Enforcement
 - Adds Public Service Vehicles (DOT, Wrecker..) with Amber Lights responding to wrecked or abandoned vehicles.
 - Adds IMAP Vehicles (NCDOT service patrols)
 - Added “be prepared to stop” to language.

Move It On Over Law

- General Statute 20-157 revised July 1, 2006
 - Increases fines to \$250 for not moving over or reducing speed and “preparing to stop”.
 - \$500 damage or hit a responder is a Class 1 misdemeanor.
 - Serious injury or death to a responder is a Class 1 felony.

Move It On Over Law

- Why is it important?



STATE LAW

**MOVE OVER OR REDUCE
SPEED FOR STOPPED
EMERGENCY VEHICLES**

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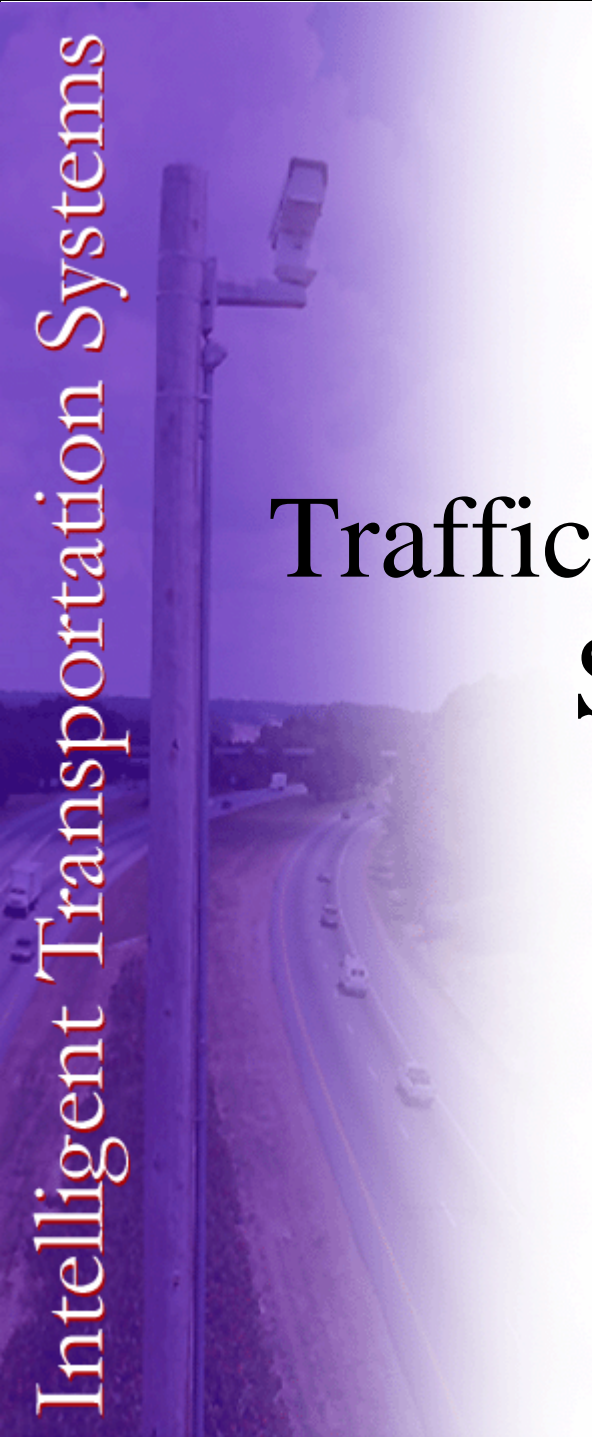


Move It On Over Law

- Why is it important?
 - One police officer killed every month (120 from 1995 to 2004) on average.
 - According to USDOT, every year approximately 10,000 police cars, 2,000 fire trucks, and 3,000 other response vehicles (ambulances, tow trucks, etc.) are struck at or en route to incidents.

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Traffic Incident Management Self Assessments

I'm Still Brian Purvis

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TIM-SA

- FHWA records 75 major urban areas' Traffic Incident Management programs performance.
 - Charlotte, Triangle, and Triad in NC
 - Rates: Program Issues, Operational Issues, and Communication and Technology Issues
- FHWA tracks to determine national gaps to direct future year initiatives.

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TIM-SA

- Sample questions:
 - Does your Incident Management Program hold regular meetings, conduct training, conduct post-incident debriefings?
 - Do you have performance measures for response and clearance of incidents?
 - Do you train responders in proper traffic control?
 - Do you utilize the Incident Command System?
 - Do you use two-way interagency voice communication?

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TIM-SA

- Program and Institutional Issues
 - Formal TIM Program, Admin Team, Performance Measurement Tools
- Operational Issues
 - Established Procedures and Motorists and Responder Safety Issues
- Communication and Technology
 - Comm Protocol, TMC, IMAP, Traveler Info.

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TIM-SA

- Google: fhwa tim sa
- http://ops.fhwa.dot.gov/incidentmgmt/inst_coordination/timsa.htm
- This is a good tool to measure your Incident Management Teams performance, strengths and areas for improvements.

TIM-SA

- Charlotte, Triangle and Triad 54.8 % in 2003
- Charlotte, Triangle and Triad 60.5 % in 2004/05
- Charlotte, Triangle and Triad 70.1 % in 2006
- Country's average in 2003 was 46.5 % out of 100.

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Detour Route Issues

I haven't left yet !

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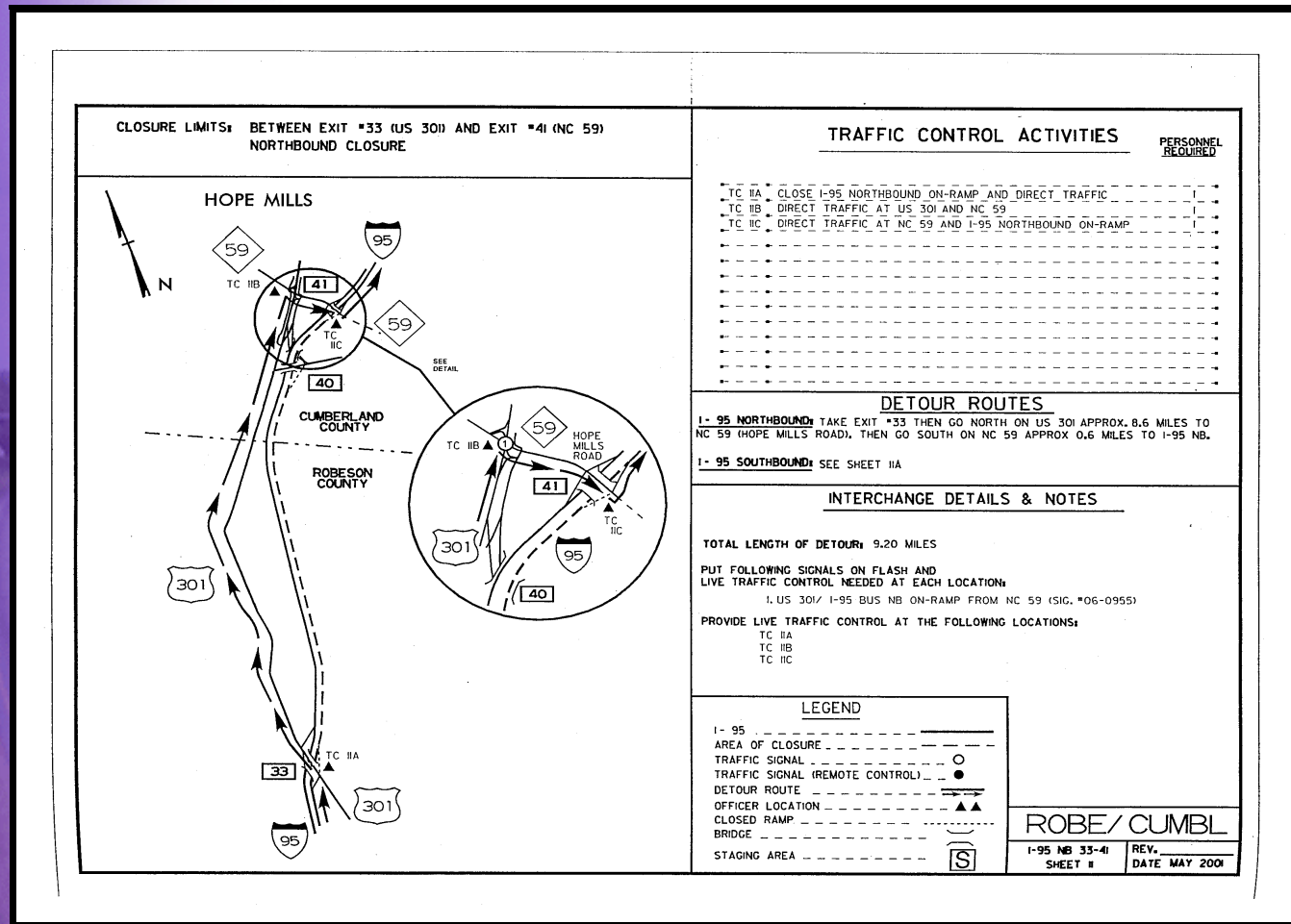
Detour Routes

- Currently in Microstation Format
- GIS Formats available?
- Templates available?
- Interstates done, revised and other routes added
- Updates to ITS Operations for web?

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Detour Routes



Detour Routes

- Pre-planned to minimize confusion, communication and to avoid pitfalls.
- What to look for: Capacity / Mobility Issues
 - Low Height Bridges
 - Low Tonnage Bridges
 - Congestion Generators
 - Signal Issues
 - Railroad Issues
 - Utility Issues
- (schools, businesses, etc) - Response Issues
 - Sharp Turns
 - Narrow Roads

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Detour Routes

- Check TIMS / 511 for issues affecting detour routes
 - Maintenance Projects
 - Construction Projects
 - Special Events
 - Other Incidents
- Change / Update Accordingly
- Discuss at Incident Management Meetings

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Detour Routes

- Updates and GIS can be done under R-4049
- DDC can usually help
- What about signing on the routes?
 - Secondary Routes
 - Long runs with no trailblazing
 - Routes with issues (forks, turns...)



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Detour Route Signing

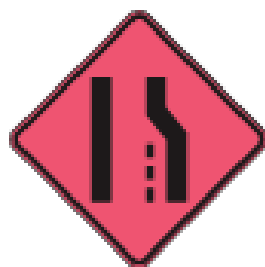
- For intermediate (30min to 2hr) incidents, temporary traffic control (TTC) is usually required.
- Scene initially protected by first responders.
- Back ups occur and detour routes are difficult to sign (or even get to).
- What to do?

Detour Route Signing

Figure 6I-1. Examples of Traffic Incident Management Area Signs



W3-4



W4-2



W9-3



E5-2a



M4-8a



M4-9

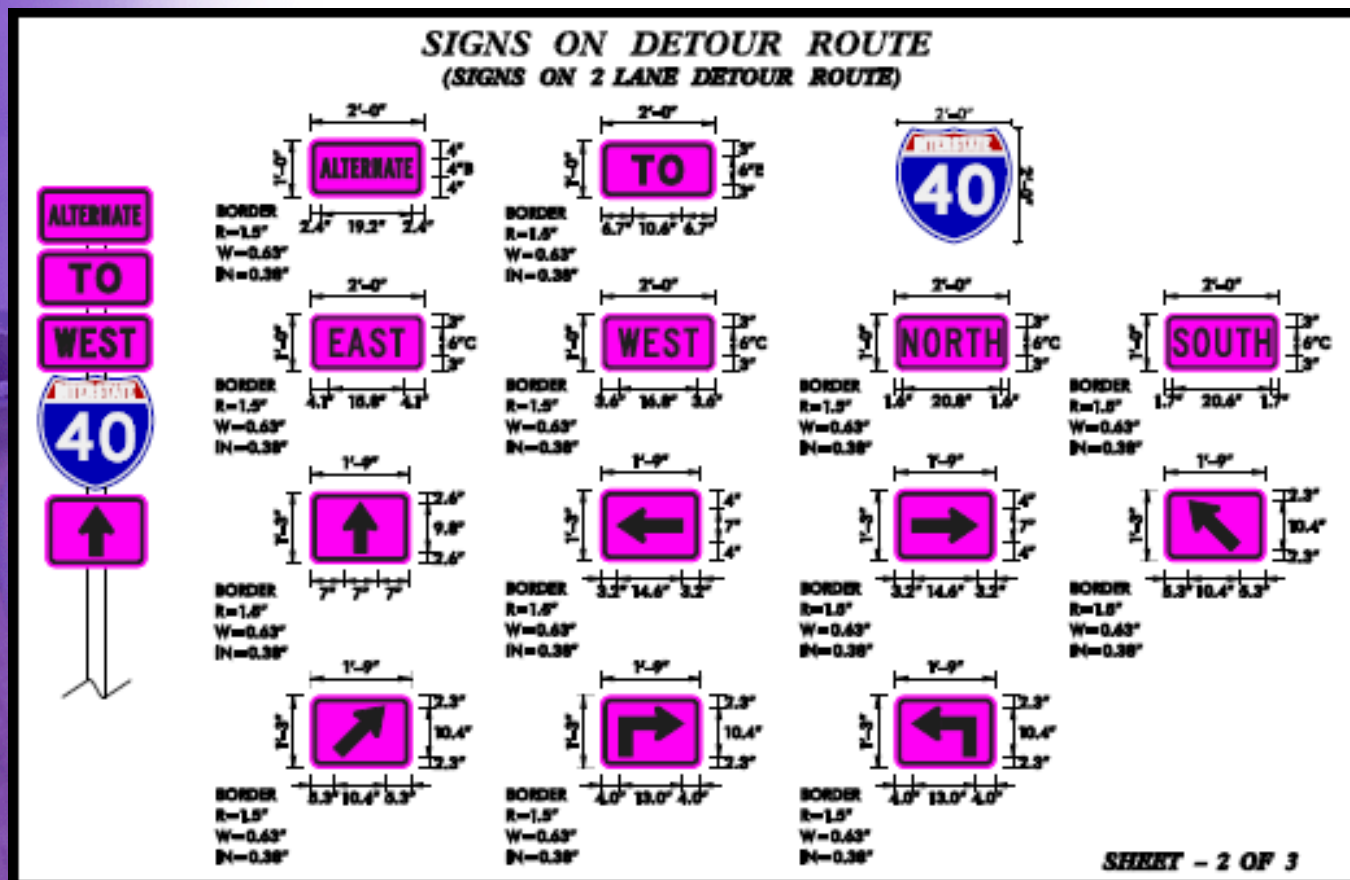


M4-10

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Detour Route Signing



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Detour Route Signing

- Problems:
 - FHWA only meant fluorescent pink for temporary signing. Installing permanently on preplanned routes is a “grey area” interpretation
 - Cost incurred to the divisions (through R-4049)
 - May cause some driver confusion
 - Maintenance Costs
 - Pink ain’t cool

Detour Route Signing

- Problems:
 - What's next?
 - Where does it end?



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Detour Route Signing

- Benefits:
 - Motorists know immediately where to go.
 - Minimizes Emergency Traffic Control Set-up
 - Follow pink signs on TIMS/511/DMS only
 - Keeps traffic away from pitfalls and in proper and mutually agreed upon direction.
 - Distinguishes between other signs and focuses attention to the detour route.

Detour Route Signing

- Next Steps
 - Set up test areas (Div 4, 9, 13, others?)
 - Get feedback during incidents and in non-incident situations (at IM Meetings, from media, etc)
 - Develop Standards under IM Manual and NC Supplement to MUTCD.